NEW ADVERTISEMENTS.

A SEA TRAGEDY.

Continued from First Page. aboard of her crushed to death before they felt the waters closing above their heads.

EFFORTS AT RESCUE.

All Dissensions Were Forgetten and the Natives Were Foremost in Herele Attempts -The One Officer Saved From the

Eber-Progress of the Burricane. Hundreds of people were on the beach by this time and the work of destruction had occurred in full view of them all. They stood for a moment appalled by the awful scene, and then a cry of horzor arose from the lips of every man who had, seen nearly a hundred of his fellow creatures perish in an instant. Then, with one accord, they all rushed to the water's edge nearest the point where the Eber had foundered.

The natives ran into the surf far beyond the point where a white man could have lived, and stood waiting to save any poor creature who might rise from the water.
There was no thought of the war between
Germany and Samoa. There was no sign
of enmity against the people who had carrised off their king and banished him on a
lonely isle a thousand miles from his native

The savage forgot the oppression which a civilized people placed upon him, and he now held out his hand to save a human life, caring little whether it was that of a friend

An Officer's Miraculous Escape.

As first it seemed as if every man on the ill-fated steamer had gone to his death, not even a hand appearing from the berths where the Eber sank. But the breakers on the reef had hidden a few struggling men who had come to the surface and struck out teebly for the shore. Presently a man who had not been noticed before was seen clinging to the piling under a small wharf near-

Willing hands soon grasped him and drew him upon the shore. He was a young man with a handsome, boyish face and wore the uniform of an officer. He proved to be Lieutenant Gaedeke, and he was the only officer of the Eber who was saved. He was in a duzed condition and unable to realize in a duzed condition and unable to realize his escape. Lieutenant T. G. Fillette, the marine officer of the Nipsic, who has been in command of the guard at the American Consulate for several months, took the German officer by the arm, led him to the Consulate and provided him with dry clothing.

Four sailors from the Eber were seen struggling in the water near shore about the same time. They were quickly rescued by natives and also taken to the American Consulate. None of them seemed to know how they escaped. They felt themselves at the surface of the water and were soon grasped by natives and

the water and were soon grasped by natives and

There were 6 officers and 70 men on the

Eber when she struck the reef, and of these Gaedeke, the survivor, was almost heart-broken over the sad fate of his fellow officers and men. He stated that he was officer of the watch, and was on the bridge when the Eber went down. All the officers were below, and were possibly crushed to death. Soon after the steamer sank he found himself floating on the water, and without heing aware of any effort on his part drifted ashore, and was saved. It was about 6 o'clock in the morning when the Eber foundered. During the excitement attending that calamity the other vessels had been for the moment forgotten, but it was soon noticed that the position of several of them had become more alarming. The Adler had been swept across the bay, being for a moment in collision with the Olga. She was now close to the reef, about 20 yards west of the point where the Eber struck. She was approaching her doom broadside on, and in half an hour she was lifted on top of the reef and turned completely over on her side. Nearly every man was thrown into the water. and men. He stated that he was officer of the

One Fortunate Feature. rtunately, however, the Adler was thrown so far up on the reef that when she turned over on her side nearly the entire hull was out of water. Her deck was at right angles with the water, and was facing the shore. Consequently that portion of the vessel was well prot-

the guns and masts in safety.

Of the 130 officers and men aboard, 20 men were drowned or killed when the steamer capsized. All of the officers, including Captain Fritz, who was in command of the German squadron, were saved. Many on the Adler were badly injured, among them being Captain Fritz, who received a severe shock and a number of cuts and bruises.

Fritz, who received a severe shock and a number of cuts and bruises.

The natives stretched a rope from the shore to the deck of the Adier during the day, and a number of sailors escaped in that way. But the rope parted before all had quit the vessel, and the others were not taken off till next day. They clung to the wreck during the long weary hours of the day and night, and were greatly eximusted when the storm subsided and boats could be sent out to take them off. The bottom off the Adier, however, formed such a protection against the storm that the men aboard were comparatively safe.

ON BOARD THE NIPSIC.

The American Crew Make a Despera Attempt to Save Their Vessel-A Number of Collisions Add New Horrors to the Situation.

Just after the Adler struck the attention of everyone was directed toward the Nipsic. She was standing off the ree! with her head to the wind, but the three anchors which she had out at the time were not holding. The steamer was beating back toward the point where the Eber went down. It was only by most skillful management that her officers and crew were saved from the same fate that befell the Eber.

The Nipsic also narrowly escaped de struction by being run into by the Olga, and it was the blow which she received from that ressel that finally sent her ashore. The Nipsic had on all the steam it was possible or her to carry, and had just succeeded in get-ing clear of the reef when the little schooner Lilly got in her track and was cut down. The Olga was bearing down and the latter vessel was trying to avoid collision with the Olga when sile struck the Lilly.

The schooner sank out of sight in a moment. The schooner sank out of sight in a moment. Captain Douglass, a pilot living in Apia, Antony Ormsby, a trader, and a Hawalian native, all struck out for the Olga, but only one was saved. Douglass sank underneath the Olga twice, but finally succeeded in grasping one of the anchor chains and drew himself up on the steamer. Ormsby almost reached the chain, but was washed away and drowned. The Hawalian was swept out to sea. Life buoys were thrown to him from the Calliope and Vandalia, but he was not able to save himself.

Trying to Lighten the Ship. The Nipsic got well away from the reef after she struck the Lilly, and her men had attached a bawser to a heavy eight-inch rifle on the forward deck and were preparing to hoist the gun overboard to assist her anchors, when the Olga again bore down upon her. The Olga arruck the Nipsic amidships; her bowsprit passed over the port side of the Nipsic, and after carrying away a boat and splintering the

Great confusion occurred. The crew beleved that the steamer was going down, and
men run up the rigging for safety. The officials
allayed their fears as well as they were able.
The iron smokestack rolled from side to side
with every movement of the vessel, and men
ran to keep clear of its track. Heavy blocks
were finally placed under it, but at that time it
was found that the Nipsic had swung around
and was again approaching the reef. it was
an anxious mement for all on board. They
lad seen the Eber strike on the same spot, and
is seemed certain that they would go down in ed certain that they would go down in

the same way.

Having lost her smokestack the Nipsic was mable to keep her steam power up, and it was seeless to attempt to steam out from the reef at the face of the wind. Captain Muliane was vas upon the bridge at the time, and remained ool and collected during the daugerous moment. Excitement on the Nipsic had reached he highest pitch. Several men stood by their toosts bravely, but many were demoralized and of used to listen to orders.

Mullane Gives Up the Fight.

it was plain that in another moment the Nipsie would be upon the reef, and probably every man on board would be jost. Captain Milliane saw that any further attempt to save his vessel would be uncloss, so he gave the order to beach her. One anchor was slipped, and the few pounds of steam which could still be used kept the vessel in deep water until she cleared the end of the reef. Boxes of salt pork and other inflammable material were thrown

into the furnaces to keep up the fires. Her head was put around to the shore and she had a straight course of 160 yards to the sandy beach in front of the American Consulate. Her engines worked as hard as the limited amount of steam wquid permit.

When the Nipsic struck her engineers did not take time to stop her engines, and her propeller continued to revolve for an hour, while her bow stuck fast in the sand about 15 yards from the water's edge, and the vessel swung around, forming an acute angle with the line of the shore. Orders were given to lower two boats. Ballers jumped into one boat, but the falls did not work properly, and before the boat was lowered, one end dropped. The men were thrown into the water and drowned. The boat containing Dr. E. Z. Derr, the ship's surgeon, and half a dozen sick men was lowered in safety, but it capsized before it reached the shore. All of the men half swam, half floated, until they came within reach of the satives who were standing waist deep in the surf, when they were pulled out on the beach.

Several of the sick men were much exhausted, but they were quickly removed to the consulate, and revived in a few hours. Several men on the Nipsic ran to the rail and jumped overboard, among them being Lieutenant R. G. Davenport. They all reached the shore in safety except two sailors, who were unable to swim through the current, and were swept out into the bay and drowned. By this time every man aboard had crowded on the forecastle.

A Line of Rescue.

The natives rushed down near the bow of the steamer and shouted to those on deck above to

The natives rushed down near the bow of the steamer and shouted to those on deck above to throw a line. Double hawsers were soon made fast from deck to shore, and the natives gathered around the lines to assist the men off. Senmann Tasa, chief of the Apia District, and Salu Ana, King Mataafa's Secretary, directed the men in their work. The scene was one of intense excitement. The seas broke upon the stem of the Nipsic with awful force, and it seemed as it the vessel would be shattered to pieces before the men on her decks could be saved. The waves were rolling high on the beach, and the undertow was so strong that the natives narrowly secaped being washed out into the bay.

The terrible force of the wind can hardly be imagined. The rain continued to pour, and clouds of flying sand grew thicker every moment. Above the roar of the wind and waves could be heard the voices of officers shouting to the men on deck, mingled with the cries and sunging of the Samoans, as they stood battling against the surf, risking their lives to save the American sailors. Nearly all American and English residents of Apia were on the shore in front of the Consulate, and there seemed to be willingness on the part of every man to render whatever assistance was in his power. Ensign J. L. Purcell, of the Nipsic, who had been on shore during the night, was up to his waist in water helping to rescue his comrades from their periions position.

On board the Nipsic the excitement which

periions position.

On board the Nipsic the excitement which had prevailed among the men just after the fall of the smokestack had subsided, and there was no attempt made to leave the vessels in disorder. Captain Mullane and several other officers stood by the rail where the hawsers were made fast and directed the men. All who were in any way sick qrinjured were allowed to leave first, and after that the men came down the ropes canicly.

Noble Work of the Natives. The seas were rolling so high under the bows of the steamer that when the men had advanced ten feet down the ropes they would often be entirely submerged. Nothing but the often be entirely submerged. Nothing but the noble efforts of the natives prevented them from being carried away by the current. As soon as each man would come within reach he would be grasped in the strong arms of half a dozen men and carried to the Consulate. Most of the men had scant clothing, but a few had carried some articles in their handkerchiefs, which they held on to firmly. Captain Mullane insisted upon being the last man to leave the ship. He finally found himself on deck with Lieutenant John A. Shearman and two sailors by his side. He ordered the sailors to leave, which they did.

they did.

The Captain being unable to swim did not care to trust descending the rope by means of his hands and legs, as all the others had done, his hands and an ampty water cask which be so be procured an empty water cask which be attached to the hawser. When he was seated

attached to the hawser. When he was seated in the cask Shearman stood alone on the deck and started his brave commander fown the rope, the plucky Lieutenant then climbed down the rope in the usual way and Nipsic was left alone to battle with the waves.

Lieutenant Fillette, of the Marine corps, who was in charge of the consulate, had anticipated the destitute condition in which the men had been, and had ordered a quantity of dry clothing from a neighboring store. As the men were taken into the consulate he provided them with dry suits of clothes, and did everything possible to, make them as comfortable as circumstances would permit. Vice Consul Blackloe and several other persons also assisted in relieving the men, and Dr. Dren and his apothecary were busy for several hours in administering restoratives to those who were exhausted.

tain Swept From the Deck. The Nipsic, Adler and Eber were the smallest ships of war in the harbor. The four large men-of-war, the Trenton, Calliope, Vandalia and Olga, were still affoat and well off the reet. Nearly all the sailing craft had gone ashore. The Trenton stood well out into the bay, her steam and anchors barely holding her head up to the wind. The Olga was rolling terribly. The Vandalia and

was rolling terribly. The Vandalia and Calliope were close together, nearest the reef than the other vessels.

About 10 o'clock in the morning the excitement on shore, which had quieted a little, commenced to grow more intense as the Vandalia and Calliope were seen in a most dangerous position and a collision between the two vessels seemed inevitable. Great waves were tossing the two vessels about and they were coming closer together every minute. The space between the men-of-war was next seen to close altogether, when suadenly the great iron prow of the Englishman arose high in the air on the crest of an enormous wave and came down with full force upon the port quarter of the Vandalia.

Vandalia. The crash was awful. The jib boom of the Calliope was carried away, and the heavy timbers of the Vandalia were shivered. Every man who stood upon the poop deck of the Vandalia was thrown to his feet by the shock. A hole had been torn below the rall and the water rushed into the cabin. It was impossible to ascertain the extent of the damage in a moment, but at the time it seemed the Vandalia had received her death blow. The men rushed up the hatches in the belief that the steamer was sinking, and it was only after a great effort that the officers persuaded them to return to their posts.

The Escape of the Calliope.

Just after this collision Captain Kane, of the Calliope, determined to make an effort to steam out of the harbor, as he saw that to remain in his present position would lead to another colon the reef. He accordingly gave orders to let go all anchors. The Calliope's head was swung around to wind and her powerful engines were worked to their utmost capacity. It was an anxious moment on board the corvette, as with her anchors gone she had nothing but her engines to depend upon to keep her off the reef.

She seemed to make her headway at first inch by inch, but her speed gradually increased until it became evident she could clear the harbor. As she passed abreast of the Trenton, a great shout went up from our over 400 men aboard the flagship and three hearty cheers were given for the Calliope. Three cheers for the Trenton and the American flag was the answer that came back from across the angry billows, The Calliope passed safely out of the harbor and steamed far out to sea, returning after the storm abated.

When the excitement on the Vandalia which on the reef. He accordingly gave orders to let

and steamed far out to sea, returning after the storm abated.

When the excitement on the Vandalia which followed the collision with the Calliope had subsided a little, it was found necessary to act quickly to save the ship. Lieutenant J. W. Carlin, executive officer, was practically in charge of the vessel, as Captain Schoonmaker had been thrown across the cabin the night before and severely injured. His head had been hadly cut and one car almost torn away by striking violently against a chair. Notwithstanding his injuries, he faced the storm like a hero, and stood by the side of his first officer until the sea finally swept him off to his death.

The Vandalia was now fast bearing down upon the reef alongside of the wreck of the Eber, and hundreds of people who were watching her and hundreds of people who were watching her from the shore expected to see her strike and go to pieces every minute, but she was seen to move away from the reef and make her way to-ward the point where the Nipsic lay. Captain Schoonmaker and Leutenant Carlin saw it was useless to make any further attempt to save the ship, and as her engines were not powerful enough to steam out to sea as the Calliope had done, they determined to beach the ves-sel.

Several other attempts were made without success.

The seas continued to break over the vessel, and it was not long before several men were swept over her side. As soon as they reached the water they swam for the Nipsic, which was the nearest object to the Vandalia. All of them reached the Nipsic, where they grasped ropes hanging over the side and attempted to draw themselves up on deck. A number succeeded in doing this, but others were so weak that, after hanging to the ropes a few momenta, their grasp were broken by the waves which crashed against the side of the vessel, and they fell back into the current.

Death of a Brave Cantals.

Death of a Brave Captain.

Four officers were swept from the deck.
Captain Schoonmaker was clinging to the rail
on the poop deck. Lieutenant Carlin was
standing by him and was doing his best to hold
the Captain on, as the latter was becoming
weaker every minute. A machine gun standing near by was washed from its fastweaker every minute. A machine gun standing near by was washed from its fastenings and sent whirling across the deck. The captain was struck on the head by the gun and killed outright or knocked insensible, for a wave swopt him off the deck. He sank without a struggle, and was seen no more. Paymaster Arms and Payclerk Roach were lying upon the deck exhausted, but clinging with all the strength they possessed to anything which came within their grasp. They were swept off together.

Men were now being swept from the decks and rigring half a dozen at a time, and a few who felt themselves growing too weak to noid on much longer, jumped into the water, determined to make one last effort to save themselves. Nearly every man who jumped or was washed into the water succeeded in reaching the side of the Nipsic, and a number of them climbed upon the deck with the aid of a rope. Those who reached the deck assisted the others who were strugrling in the water and many lives were saved in this way.

WRECK OF THE TRENTON.

The American Fing-Ship Finally Forced on the Reefs - How Her Crew Were Rescued-Confusion After the Storm.

At 4 o'clock in the a'ternoon the position of the Trenton and the Olga had changed, and they were almost on the reef near the point where the Eber struck. The Trenton was coming down upon the Olga, and a collision seemed inevitable. The condition

collision seemed inevitable. The condition of the flag-ship was most pitiable. The water rushed in on the berthdecks, found its way to the hatches, and poured down into the fireroom. All attempts to keep it out failed and in a short time the firemen were up to their waists in water and all the fires were extinguished.

From 10 o'clock in the morning until 6 in the evening, when she grounded, the Trenton held out against the storm without steam or rudder, and her escape from total destruction on the reefs was miraculous. The skillful management of her navigating officer. T. C. M. Brown, was all that saved the lives of every man on board. Lieutenant Brown ordered the mean in the port rigging, so that a compact mass of humanity could be used as sails and at the same time keep the weight of the vessel on the side next to the storm. This novel experiment was all that saved the Trenton from complete destruction. The winds struck against the men in the rigging, and forced the vessel out into the bay again. She remained there only for a short time, however, and soon commenced to drift back against the olding up against the storm better than any other vessel in the harbor had done. The Trenton came down slowly on the Olga, and this time it seemed as if both vessels would be swept to pieces.

Another Collision Enevirable.

Another Collision Inevitable. A new danger now arose. The Trenton was sure to strike the Vandalia, and to those on abore it seemed that the huge hull of the flagship would crush the Vandalia to pieces, and throw the 100 men still clinging to the rigging into the water. Suddenly a shout was borne across the waters. The Trenton was cheering the Vandalia. The sound of 450 thing possible to make them as comfortable as circumstances would permit. Vice Consul Blackide and several other persons also assisted in relieving the men, and Dr. Dren and his apothecary were busy for several hours in administering restoratives to those who were exhausted.

THE OTHER VESSELS,

A British Ship Escapes After Being in Collision With the Vandalia.—The Latter Forced to the Bench—Her Cap—

fort to reach shore. He crawled out on the yard and jumped into the sea. He was swept over to the stern of the Nipsic; but not being able to draw himself up he swam to a piece of wreck age near shore. He remained there a few minutes and then swam into the current. After a hard struggle he got through the current and was washed upon the shore.

Rescued in the Morning. Little could be done on shore but wait for morning. Lieutenant Shearman, Eusign Purmorning. Lieutenian Suesiman, Ensign Pur-cell and several other persons patrolled the beach until early morning in the hope of res-cuing any poor fellows who might be seen struggling in the waves. When day broke, with the aid of the natives, boats were sent out, and with great difficulty the remainder of the crew of the Trenton were transferred to the

crew of the Trenton were transferred to the shore.

A hasty examination was made of the Nipsic, and though there was considerable water in her hold, she was found in fair condition and her officers and men were sent aboard as quick as possible. Contracts were made with various parties for feeding, the sallors, though it was a difficult matter to provide them with much food during the day. Order was generally restored in Apla after a few days. A large force of Samoans were put to work on the Nipsic and the steamer was hauled off. It was found that she was not leaking, but her boilers were sprung and ber propeller would not work. Her rudder, smokestack and most of her boats were gope and she was badly shattered above the water line. All of her officers and crew are living aboard.

A QUAINT EGYPTIAN BOOK.

Papyrus of the Ptolemaic Period Presented to Cornell University.

ITHACA, April 18.—Andrew D. White, ex-President of Cornell University, has sent from Cairo, as a present to the university library, a panyrus found about two years ago in the tomb of a priest of the Ptolemaic period. In this interesting document:

this interesting document:

"It represents certain chapters of the Book of the Dead," is a beautifully executed, perfectly preserved and complete document in every respect. The inscriptions are partly hieroglyphic, partly hieraric, and in the midst of them are very striking representations of a rectious sort, the most remarkable being "The Last Judgment of the Soul Before Ivis and Osiris." This embraces Osiris upon his throne, the great balance before him, the weighing of the dead priest's heart in one scale against the Image of Truth' in the other, while about the balance are grouped the weighing, the recording and the accusing gods, the four funeral genii and the 42 assessors."

Mr. White also sends 140 large photographs illustrative of ancient and modern Egyptian art and a collection of more recent works on Egypt.

FINED FOR CHEATING HIMSELF. The Punishment Accorded to an Overgener

ous English Coal Dealer. om the London Globe. ? "Do good by stealth and blush to find it fame" may have been excellent advice when Mr. Pope wrote, but it would require reshaping to bring it into harmony with modern requirements. A Yorkshire coal dealer, who has been doing good by stealth on quite an extensive scale, now has causs to blush at finding himself fined by a a police magistrate. This philanthropic trader owns a weighing

machine which gives his customers 21 pounds overweight on every hundredweight. Some time ago his attention was officially drawn to the fact, and he received solid warning that if he continued his sinful benevolence he would be summoned. A weighing machine that gives overweight is as illegal as one that does the other thing, the law demanding a perfect adjustment of balance. This coally Samaritan refused to believe, however, that his stealthy benefactions were punishable, and so persisted in adding the little bonus to every hundredweight of black diamonds that left his shop. A fine of five shillings and costs is the result, the bench expressing the opinion that it looked a little hard to punish a man for cheating himself to benefit his customers. It does look hard, no doubt, but what a splendid advertisement he continued his sinful benevolence he would

GORGEOUS as for a Princess: Ladies' fine Surah silk basques, made and finished in a most tasteful and artistic manner; they will be all the craze this spring and summer; drygoods stores ask \$12 for them, but this week you can get them for only \$8 at Kauf-manns' Easter Sale.

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Charles Chusman	Beaver Fa
Robert H. Russell	Alleghe
James Needham	Baldwin townsh
Charles Robison	Pittsbu
Max Rosenkelmer	Pittabu
SErick Edguish	
Morris Brown	Pitisbu
Louis Louier	Pittsou

Dr. Sophy E. Feltweil, Dentist. On and after April 1, office, room 407

BAUER-Saturday, April 18, at 1220 A. M., ROSINA BAUER, nee Loew, wife of Chas. A. Bauer. NOON, at 2 o'clock, from her late residence, No. 281 Locust street, Sixth ward, Pittsburg. BURFORD-On Saturday, April 13, 1889, at 4:15 A. M., ELI BURFORD, father of John, Thomas and Uriah Burford, in the 81st year of Thomas his age. Funeral services at his late residence, Syca-

more street, Mt. Washington, on Monday, the 15th inst., at 2 P. M. Friends of the family are GARFIELD—At 29 Arch street, Allegheny, Pa., April 13, 1889, in the 70th year of her age, ELVIRA GARFIELD, relict of the late Dr. Sher-man Garfield, and mother of Mrs. A. M. Mar-

Funeral MONDAY, April 15, at Jamestown, GALLAGHER, Friday, April 12, 11 P. M., Mrs. GALLAGHER, wife of William Gallagher, in her 23d year.

in her 28d year.

Funeral SUNDAY at 2:30 from the residence
of her brother-in-law, James Prowse, No. 64
Charles street, Allegheny. Friends of the
family are respectfully invited to attend. GEAUF—On Thursday, April 11, 1889, at 10:05 P. M., Mrs. CHARLOTTE GEAUF, wife of Will-iam Geauf, aged 65 vears 3 months and 9 days; residence No. 1215 Carson street, Southside. Funeral services on SUNDAY, April 14, 1889, at 2:30 P. M. Friends of the family are respect-

at 2:30 P. M. Friends of the family are respectfully invited to attend.

HAHN—On Saturday, April 18, 1889, at 6:25

A. M., JOHN HAHN, SR., in his 54th year.

Funeral from his late residence, No. 5

Fourteenth street, Southside, on Monday,
April 15, at 2 o'clock P. M. Friends of the
family are respectfully invited to attend.

JONES—On Friday, April 12, 1889, at 4 P. M.,
THOMAS M. JONES.

Funeral services will take place at his late
residence, No. 5722 Fifth avenue, on Monday residence, No. 5722 Fifth avenue, on MONDAY AFTERNOON at 2 o'clock. Friends will please not send flowers. Interment private. 2

KELLER—At the family residence, Smith street, Hazelwood, on Saturday, April 18, 1889, at 4:15 A. M. NELLIE, daughter of George J. and Mary Keller, aged 1 year and 7 mon hs. Interment private Sunday Afternoon.

[Oil City papers please copy.]
LOSE—On Saturday, April 13, 1889, at 10:45
L. M., JOHN G. LOSE, in the 75th year of his A. M., JOHN G. LOSE, in the rotal join age,
Funeral services at his late residence, Ward
Mannay, April

street, Oakland, at 7:30 P. M., MONDAY, April 15. Funeral at 10 A. M., TUESDAY, April 16. 2 MEEDS—On Saturday, April 13, 1889, at 2:55 P. M., CHARLES P., son of James B. and Emma R. Meeds, aged 12 weeks. Funeral services at the family residence, Brilliant station, A. V. R. R., on MONDAY, 15th inst., at 2 P. M.

McEWEN—On Saturday, April 13, 1888, at 10:30 a. m., of typhoid fever, Wm. B. McEwmn, in the 58th year of his age. Funeral from his late residence, No. 144 Ridge avenue, Allegheny, on MONDAY, April 15, 1889, at 2 P. M. Friends of the family are respectat 1P. M. Friends of the family are respectfully invited to attend.

REED—On Friday, April 12, 1889, at 10 o'clock P. M., Mrs. Annie M. Reed, nee Cochran, aged 33 years 10 months and 12 days.

Funeral services SUNDAY, April 14, at 130 P., M. at the late residence, No. 150 Climax street, Thirty-first ward, Pittsburg.

SAUER-On Saturday, April 18, 1889, at 2:40 A. M., ADOLF, brother of F. C. Sauer, architect, in the 21st year of his age. Schoeb, 244 Chartiers street, Allegheny, on MONDAY, April 15, at 1 P. M. Friends are re

M., EDWARD GEORGE, youngest son of William F. and Minnie A. Smith, aged 2 years 11 months 10 days. Funeral from the parents' residence, 1810 Warden street, Southside, on SUNDAY, at 1:30 P. M. Friends of the family are respectfully

invited to attend. TAYLOR—On Wednesday, April 10 1889, at 10:15 P. M., at his late residence, 288 Federal street, Allegheny, HORACE E. TAYLOR, aged 89 years. Funeral SUNDAY, April 14, at 2 P. M. Friends

WATSON-On Friday, April 12, 1889, at noon, Miss JENNIE S., daughter of Joseph Watson, in the 23d year of her age. Funeral service at the late home of the deceased, Howard avenue, Beltzhoover borough, on SUNDAY, April 14, at 1 P. M. Interment at later hour. Friends of the family are respect-

WILLISON-On Saturday, April 18, 1889, at 2 P. M., at Perrysville, JANET McQUEEN, wife of O. P. Willison, aged 72 years. Notice of funeral hereafter.

JAMES M. FULLERTON. UNDERTAKER AND EMBALMER, No. 6 SEVENTH STREET.

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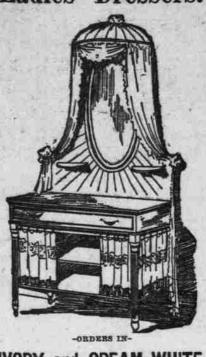
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HIMMELRICH'S

Men's Shoes! PRIME CALF.

If quality, style and fit you seek, ours will surely cover these points. As to price there's no questioning, for we are quoting much lower than ever.

FOR \$250

We put you in possession of a pair of shoes which commands universal admiration and appreciation.

430-436 MARKET ST.

916 Main Street, Braddock.

ADIES, BY ALL MEANS GO TO MISS
MARIE LANDERS, the Hair Artist, and
have your hair dressed in the New Directoire
style. Also examine her imported shampoo preparation, which is the very latest and best for
home use. Remember 25 Fifth ave., Hugus
& Hacke building, upstairs. Take Sperber's
elevator.

NEW ADVERTISEMENTS.

AT HALF PRICE OUR ENTIRE STOCK

Young Ladies', Misses' and Children's TO BE CLOSED OUT.

ALL THIS SEASON'S GOODS

WANT OF ROOM FOR OUR

INFANTS' DEPARTMENT

Come and Secure Some of These MANY BARGAINS. LARGE LOT OF CHILDREN'S

KILT SUITS Included in this sale,

CAMPBELL & SONS **710 PENN AVENUE. 710**



Perfection Attained

PERRINS' LADIES' KID GLOVES,

WITH MELLEN BRAY'S

LACING STUDS, DO NOT CATCH. DO NOT UNFASTEN. DO NOT CUT THE LACING. Demand gloves with LACING-STUDS, and you will appreciate the great IMPROVEMENT over lacing books. EASILY IDENTIFIED on the gloves, being SMALLER and MUCH NEATER IN DESIGN. -SOLD BY-

JOSEPH HORNE & CO.,

Near Wheeling, W. Va.,



TUESDAY

EVERY NOVELTY

Bonnets and Hats, Parasols and Fans, Wraps and Jackets, Laces, Neckwear, Dress Trimmings.

You and your friends are " cordially invited.

1905enbaum&®

510 TO 514 MARKET ST. AND 27 FIFTH AVE.

NEW ADVERTISEMENTS. IN OUR POPULAR BRAND

CO at a Reasonable Price. Look for the red H tin tag on each plug.

A Fine Quality of PLUG TOBAC-

If you are looking for a

FIRST-CLASS ARTICLE Chewing

Tobacco

OLD HONESTY

JNO. FINZER & BROS. LOUISVILLE, KY.

New and exclusive designs just opened. WEDDING GIFTS our 161, 163 Federal St., Allegheny. specialty. Large assortment.

THE J. P. SMITH Lamp, Glass & China Co., 935 Penn Avenue.

GRAND REBAS-Beautiful Silk Lamp Shades at Greatly Reduced Prices at 22 RESACA ST., Allegheny. ap14-50

But the judgment that comes from many years of experience; enables us to anticipate so well your taste and your purse. Are you ready to start out Easter morning in a new Suit and Overcost and topped off with a new Hat? We are prepared to serve you with a complete line of SUITS and OVERCOATS of reliable make and newest patterns. For the little fellows from 2 to 6 years old we are showing the season's novelties in KILT SUITS, and the prices are too low to justify the most skillfull mother making any suits her-self. In KNEE PANTS Suits we have a specially large assortment and the ease with which they are being sold is the best evidence of proper styles and low prices. HATS in complete variety of the

STRASSBURGER & JOSEPH,

newest spring shades and blocks.

Tailors, Clothiers and Hatters,

apli-wrsu MLLE. E. DREYER. IMPORTER OF FRENCH MILLINERY, Trimmed Bonnets and round Hase. Mourning a Specialty. mhl8-79-8u



ALL THIS WEEK.

Our Souvenir on this occasion will be a spray of artificial lilies.

Our stores at this opening will be richly and uniquely decorated, and we cordially invite the public to visit to look. No one will be importuned, even solicited, to purchase; but as a matter of personal pride we desire all to see us at our best.

All of our departments will have their special attractions, but we single out for your particular attention:

Easter Cards and Novelties, Millinery, Cloaks and Wraps, Infants' Outfits, Art Embroidery, Gloves, Hosiery and Underwear, Parasols, Laces and Embroideries, Dress Trimmings,

Ladies' and Children's Handkerchiefs, Gentlemen's and Boys' Furnishing Goods, and last, but by no means least,

Housefurnishing Goods, which include Glass and China Ware, Cutlery, Silverware, Kitchen Utensils, etc.

FLEISHMAN & CO.'S

504-506-508 Market St., PITTSBURG, PA.